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CONFIDENTIAL.

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F.O. 407/158

PART III.

FURTHER CORRESPONDENCE

RESPECTING

RED SEA LIGHTS.

158

1901.

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CONFIDENTIAL.

Further Correspondence respecting Red Sea Lights: 1901.

PART III.

No. 1.

Foreign Office to Liverpool Underwriters' Association.

Sir, *Foreign Office, January* 2, 1901.

WITH reference to your letter of the 31st October, 1901, I am directed by the Marquess of Lansdowne to inform you that it is announced in the "Levant Herald" of the 19th ultimo that the construction of four new lighthouses in the Red Sea will be begun by the Turkish Lighthouse Administration next month.

I am, &c.

(Signed) F. H. VILLIERS.

No. 2.

The Liverpool Underwriters' Association to Foreign Office.—(Received January 7.)

Sir, *Exchange Buildings, Liverpool, January* 5, 1901.

I AM instructed by the Committee for managing the affairs of this Association to acknowledge your communication of the 2nd instant, and to thank you for the information it contained.

I am, &c.

(Signed) T. A. BELLEY, *Secretary.*

No. 3.

Question asked in the House of Commons, April 29, 1901.

Sir James Fergusson,—To ask the Under-Secretary of State for Foreign Affairs whether he can inform the House of any progress in the negotiations for the provision of four additional lights in the southern part of the Red Sea in the fairway of vessels to and from the East, and of a light in the Gulf of Aden;

And if there is any change in the intentions of His Majesty's Government in regard thereto.

Answer.

As the outcome of the negotiations which took place upon the subject, the Turkish Government undertook the construction of the four lights in the Red Sea, under the auspices of the Lighthouse Administration; and it was understood that the work of construction was to be actually commenced in January last.

The Government of India have decided to improve the Ras Marshag Light, near Aden.

The question of a new light on Socotra and of an improved light on Obstruction Point, in the Island of Perim, is under consideration between the Imperial and Indian Governments.

The general policy of His Majesty's Government with regard to the question remains unchanged.

No. 4.

Lloyd's to Foreign Office.—(Received June 7.)

Sir, *Lloyd's, June* 6, 1901.

I HAVE the honour, by direction of the Committee of Lloyd's, to beg that you will be so good as to draw the attention of the Secretary of State for Foreign Affairs to the following matter:—

Representations have been made to my Committee that it would be of great advantage to shipping if a light could be established between Perim and Aden, and it is suggested that this light might advantageously be placed at Omeirah Point, south of Jebel Antonio, in latitude 12° 40′ north, longitude 45° 12′ east. This point will be found on the Admiralty Chart of the Gulf of Aden, sheet 2.

It is said that here a 30-mile light would be requisite.

It has also been represented to my Committee that a light is much required at Ras Aulaki and also at Ras-al-Kalb. These points will both be found on the same chart as Omeirah Point, but they lie further to the eastward.

As the matter of lighting the Red Sea by the Turkish Government appears to hang over very indefinitely, my Committee are extremely doubtful whether it would be of any practical use at the present moment requesting the Marquess of Lansdowne to make a representation to the Turkish Government with regard to these suggested additional lights near Aden, but, should his Lordship consider that there might be any likelihood of a representation to the Government of His Majesty the Sultan upon this subject being successful, my Committee would be very happy to facilitate the construction of these lights by any means within their power.

I am, &c.
(Signed) HENRY M. HOZIER, *Secretary.*

No. 5.

Board of Trade to Foreign Office.—(Received June 8.)

Sir, *Board of Trade, June* 7, 1901.

I AM directed by the Board of Trade to advert to the printed correspondence (section No. 7) which you were good enough to forward to this Department on the 17th January last, regarding the construction of four new lighthouses in the Red Sea; and I am to inquire whether the Secretary of State is in a position to inform the Board what progress has been made in the construction of the lights in question.

I am, &c.
(Signed) T. H. W. PELHAM.

No. 6.

The Marquess of Lansdowne to Sir N. O'Conor.

(No. 3. Commercial.)
(Telegraphic.) P. *Foreign Office, June* 12, 1901.

PLEASE report what progress has been made with the construction of the Red Sea lights since the date of your despatch No. 174, Commercial, of the 24th December, 1900.

No. 7.

Question asked in the House of Commons, June 24, 1901.

Sir James Fergusson,—To ask the Secretary of State for War whether His Majesty's Government are aware of the cause of the delay in the commencement by the Turkish Government of the construction of four new lights at the southern end of the Red Sea; whether the light dues surrendered by the Egyptian Government for this purpose and accumulated for the last ten years can be made available if a want of funds in the Ottoman Treasury is the reason for the continued danger to navigation caused by the absence of these lights;

Whether His Majesty's Government are using their best influence to procure the fulfilment of an undertaking entered into more than two years ago:

What has occurred to delay the erection of a light on the Island of Socotra for which the Under-Secretary of State for War in 1899 stated that the Government of India had been requested to prepare plans, taking into consideration the fact that the erection of this light has been regarded as important for many years, and that a terrible shipwreck occurred in 1897 for want of it.

Answer.

His Majesty's Government are informed that the construction of the four lights in the Red Sea will be commenced early in November. The lighting apparatus is being constructed, and will be ready in September.

In regard to the light on Socotra, the Government of Bombay was unable to submit plans and estimates in a complete form until the end of last year.

These are now under the consideration of the Trinity House and the Board of Trade.

No. 8.

Sir N. O'Conor to the Marquess of Lansdowne.—(Received June 24.)*

(No. 47. Commercial.) *Therapia, June* 18, 1901.

My Lord,

WITH reference to your Lordship's telegram No. 3, Commercial, of the 12th instant, I am informed by the Director of the Lighthouse Administration that the building of the new lighthouses in the Red Sea has not yet been begun. He assures me, however, that it will be started early in November, when the weather is likely to be propitious.

The lighting apparatus, which is being constructed in Paris, is to be ready in September, when it will be shipped to the Red Sea in a vessel acquired by the Administration for the purpose.

I have, &c.
(Signed) N. R. O'CONOR.

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* Copy to Board of Trade, June 27, 1901.

No. 9.

Board of Trade to Foreign Office.—(Received July 1.)

Sir,

Board of Trade, June 29, 1901.

WITH reference to Sir J. Fergusson's question in the House of Commons on the the 24th instant and to that portion of the reply given thereto by Viscount Cranborne which relates to the light on Socotra, I am directed by the Board of Trade to observe that, as pointed out in the Memorandum which was left by Mr. Pelham at the Foreign Office on the 22nd instant, legislation will be required before any dues can be levied in respect of the light in question.

There is no prospect of obtaining legislation during the present Session, even supposing that foreign Governments were to agree to the imposition of dues.

In these circumstances, the reply given by Viscount Cranborne would appear to be to some extent misleading, and the Board of Trade would, therefore, suggest, for the consideration of the Secretary of State, whether the position of affairs should not be explained to Sir J. Fergusson.

I have, &c.
(Signed) T. H. W. PELHAM.

No. 10.

Foreign Office to Board of Trade.

Sir,

Foreign Office, July 4, 1901.

I AM directed by the Marquess of Lansdowne to acknowledge the receipt of your letter of the 29th ultimo, relative to the answer given by Viscount Cranborne to Sir J. Fergusson's question in the House of Commons on the 24th ultimo, as regards the proposed light on Socotra.

In reply, I am to state that Lord Lansdowne does not see anything inaccurate in Lord Cranborne's answer.

In 1899 the Government had determined to prepare plans for such a light. On the 21st ultimo the Secretary of State was informed by the India Office that a site had been selected and that plans and estimates had been submitted by that Office to the Board of Trade. On the following day Lord Lansdowne learned from Mr. Pelham's Memorandum that the Board had arrived at a method by which the dues could be collected, but that it would require legislation. In the answer given by Lord Cranborne there is nothing inconsistent with this information. It was, however, assumed, as it was but natural to do, from the information thus supplied by the two Departments, that the establishment of the lighthouse had been resolved upon, though the plans and cost were still under consideration.

If after this explanation it is still thought that the answer was misleading, I am to suggest that the matter should be brought to the special notice of the President of the Board and his attention drawn to what passed publicly in 1899, to the attitude of the India Office, to the virtual assent now given in Parliament by this Office on the part of His Majesty's Government, and to the necessity of the light.

I am to add that, if legislation cannot be passed this year, Lord Lansdowne sees no reason why the necessary powers should not be obtained next Session.

I am, &c.
(Signed) F. H. VILLIERS.

No. 11.

Sir E. Monson to the Marquess of Lansdowne.—(Received September 3.)*

(No. 225. Commercial.)

My Lord,

Paris, September 2, 1901.

I HAVE the honour to transmit herewith to your Lordship, from the "Journal des Débats" of this day's date, an article with regard to the preparations being made at Rouen for the departure of the French steamer "Afrique" with the material for the construction of the new lighthouses in the Red Sea.

I have, &c.
(For the Ambassador),
(Signed) HUGH O'BEIRNE.

Inclosure in No. 11.

Extract from the "Journal des Débats" of September 2, 1901.

LES PHARES DE LA MER ROUGE.

PETITE surprise l'autre jour à Rouen, sur le quai Cavalier-de-La-Salle, en y trouvant embossé un des anciens courriers d'Algérie, "l'Afrique," qui fut jadis une des plus belles unités de la flottille des Valéry, avec sa fine étrave, sa coque élégante et svelte, tout en vitesse, et qui, passé depuis au service de la Compagnie Transatlantique, desservait il y a quelques mois encore, les lignes de Marseille à Tunis, Bône, et Philippeville. Que venait faire, en effet, dans les eaux Normandes, cet ancien coureur des mers Latines? Avait-il donc à nouveau changé de maître?

C'est un peu chose vivante qu'un navire, chose vivante qu'on baptise et dont on suit les destins: et comme, au surplus, je voyageai naguère à bord de celui-ci, comme je n'ignore pas d'autre part sa curieuse histoire—ne fût-il pas, à certain jour, l'enjeu formidable de cinq points d'écarté—j'eus ce naturel désir de connaître sa destination nouvelle. Quelques accessoires détails intriguaient d'ailleurs, par surcroit, et, plus que tous autres, l'insolite cargaison qui s'arrimait en ses cales: armes et vivres, pièces de fer géantes, chalands de tôle d'acier, bouées et chaudières, et, sur le pont, déjà mise en place, certaine chaloupe à vapeur, trapue et puissante, comme celle des explorateurs remontant les fleuves entre des rives inconnues. Or, que signifiait donc tout cet appareil de guerre, et pour quelle expédition lointaine "l'Afrique" pouvait-il bien partir?

Franchi le bord, je fus vite renseigné, et d'autant que j'eus la bonne fortune d'y rencontrer, au salon des premières, absorbé dans l'étude des cartes marines et perdu en d'obscurs calculs, le chef même de cette mystérieuse croisière, M. Bénard, ingénieur, qui dirige, de concert avec M. Barbier, l'usine de la Villette, la plus importante de France et peut-être du monde entier pour la construction des phares.

Et, de suite, après les préliminaires d'un accueil dont la sympathie fut exquise, nous causâmes:

"Ma foi, oui, c'est presque une expédition; mais, rassurez-vous, une expédition toute pacifique."

"Ces armes, cependant, cette profusion de vivres, tout ce matériel d'explorateur, chalands, canots d'acier, et cette chaloupe de si conquérante allure?"

"Oh! une vingtaine de fusils seulement et autant de revolvers, pour armer les gardiens que nous établirons à poste fixe dans nos phares, en mer Rouge. Car c'est là le but de notre campagne; nous allons là-bas pour y construire quatre phares. Quant aux chalands, canots d'acier, et aussi cette chaloupe à vapeur, qui effectivement tire un peu l'œil, ce n'est que le matériel nécessaire pour nos transports et approvisionnements. Enfin, en ce qui concerne les vivres, vins, huiles, graisses, et farines, c'est d'élémentaire précaution; car sans être absolument inhospitalière, la côte Arabique est plutôt de maigre ressource, et nous devons prévoir que nous en soyons réduits à vivre sur notre propre fonds. C'est donc, vous le voyez, une simple campagne de travail, mais d'un travail qui sera rude, par example, et dont, pour ma part, je voudrais bien avoir dégagé déjà toutes les inconnues."

* Copy to Cairo, Board of Trade, and India Office, September 11, 1901.

"Et vous avez, en vue de cette campagne, acquis et armé 'L'Afrique'?"

"Non, ce n'est pas nous qui en avons fait l'acquisition, mais l'Administration des Phares Ottomans, pour le compte de laquelle nous construisons ces phares."

Puis, la causerie se prolongeant, j'apprends bientôt tout le détail de cette intéressante entreprise. Il vaut au reste qu'elle soit notée, ne fût-ce que pour les esprits chagrins qui font de la pauvreté de nos initiatives et de la timidité des capitaux Français le thème de leurs coutumières doléances. N'est-ce pas en effet une victoire de notre industrie, et, qui plus est, une victoire remportée sur l'Angleterre, notre éternelle concurrente? Car les Anglais avaient, il faut le dire, jeté leurs vues sur les îles où bientôt se dresseront nos phares; ils s'étaient offerts à les construire et, à leurs frais, à y entretenir le personnel nécessaire, mais sous condition d'y installer aussi quelques soldats armés, si ce n'est une petite garnison. Or, de là à l'occupation des îles, il n'y avait qu'un pas, et il est assez vraisemblable que les Anglais l'eussent franchi. Mais, par bonheur, leurs prétentions n'ont pas prévalu, et le Sultan qui, du reste, avait trouvé auprès de M. Constans les conseils les plus éclairés, jugea préférable de faire construire lui-même ses phares, et c'est à notre industrie qu'il s'est adressé.

Quant à l'utilité de ces phares, elle est incontestable, et depuis nombre d'années les différentes nationalités dont les navires franchissent le Détroit de Bal-el-Mandeb demandaient qu'ils fussent établis.

La Mer Rouge n'est, en effet, que peu ou pas éclairée et, en sortant du Golfe de Suez, où sont les feux de Zafarana, du Ras Gharib d'Asharafi et de Schadawn, on n'y trouve qu'un seul phare important: c'est dans la partie nord, à 240 kilom. environ de l'ouverture du Golfe, le phare de Dœdalus, qui s'élève au grand large, sur un îlot désert. Et, à vrai dire, il n'apparaît peut-être pas comme indispensable que toute la partie comprise entre cet îlot et le 16e degré de latitude soit dotée de quelques feux. La navigation n'y rencontre pas, en effet, de difficultés exceptionnelles, et la route est d'ailleurs connue des nombreux marins qui y passent chaque année. Mais il n'en va pas de même de la partie qui s'étend du 16e degré jusqu'à l'Ile Périm, car ce sont de dangereux parages, où les fonds sont peu sûrs, semés de bancs sablonneux, de récifs et d'écueils. Là entre le 16e et le 15e degré, à 180 kilom. de la côte, par le travers de Camaran, sont les îles de Djebel-Their et de Gebayir, masses rocheuses dont à certains jours la silhouette disparaît entièrement dans la brume poussiéreuse des grands siroccos; puis, plus au sud, à la hauteur du 14e degré, c'est l'archipel redoutable d'Abu-Aïl, où maints naufrages se sont produits déjà, et dont certaine passe porte le nom sinistre de "cimetière des navires"; et enfin, sur la côte même, ce sont les parages ensablés de Moka, que de larges bancs rendent inaccessibles et où, à 6 mètres seulement de tirant d'eau, un navire s'échoue.

Or, ce sont les quatre points que l'Administration des Phares Ottomans doit éclairer de phares à éclat, d'une puissance éclairante dont la portée optique s'étendra à plus de 33 milles et qui seront chacun hauts de 20 mètres, à l'exception toutefois de celui du port de Moka, qui n'a pas moins de 50 mètres d'élévation. Mais la tâche sera malaisée et, suivant les points, pour des raisons inverses. A Djebel-Their et Zebayir, îles sans rivages et rochers à pic, s'élevant sur une mer profonde, l'atterrissage sera en effet impossible. Et cependant il faudra transporter jusqu'à leur sommet, soit à 120 mètres, tout un énorme matériel et les pièces pesantes des phares. Et il en sera de même à Abu-Aïl, où sur l'île du Pic Central la haute tour du phare sera perchée à 104 mètres au-dessus du niveau de la mer. Ausse "l'Afrique" devra-t-il mouiller à demeure, devant chaque île, pendant toute la durée du déchargement de l'outillage nécessaire. Il sera retenu par quatre grands coffres d'amarrage susceptibles d'être mouillés par 150 mètres de fond et pouvant supporter 300 mètres de chaine, c'est-à-dire une traction qu'on peut évaluer à un poids de 12 tonnes et demie; les ancres qui doivent fixer ces coffres au fond de la mer ne pèsent pas moins, d'ailleurs, de 5,000 kilos.

Par contre, à Moka, où le phare doit s'élever à proximité du fort du sud, "l'Afrique" devra se tenir au large de la côte sablonneuse et basse; et les chalands eux-mêmes ne pouvant accoster, il sera nécessaire de construire pour le transport des matériaux un appointement de plus de 300 mètres.

Ainsi les conditions d'établissement de ces quatre phares seront-elles particulièrement difficiles; mais tout est prévu et, sauf l'inclémence de la mer, qui, seule, peut en retarder l'achèvement, l'œuvre sera conduite à bonne fin. Ce n'en seront pas moins des mois pénibles passés à la mer, dans le voisinage de la Côte Arctique, où les seules villes sont la triste Moka, amas de ruines qu'entourent quelques cases de paille; Hodeïdah, où sont, il est vrai, 50,000 habitants et où quelques factoreries Européennes font l'exploitation du café, et, enfin, Camaran, dont l'administration sanitaire de l'Empire Ottoman a fait le port d'atterrissage pour les pèlerins qui se rendent à la Mecque.

Mais, en prévision de cette longue et rude croisière, c'est un personnel de choix qui veillera sur les destinées de "l'Afrique," puisque aussi bien l'ancien courrier deviendra le centre de cette petite colonie de travailleurs Français. Ils seront en effet plus de cinquante à vivre à son bord, M. Bénard emmenant avec lui de nombreux chefs ouvriers pour la direction des travaux; et d'autre part, l'état-major renforcé se composera d'un commandant, d'un second capitaine, de deux lieutenants, d'un mécanicien chef, d'un deuxième et d'un troisième mécanicien, d'un docteur et d'un commissaire. Enfin les aléas d'un tel voyage ont nécessité toute une installation spéciale en vue de l'hygiène, du confort, et de la défense personnelle: machine à glace, chambres frigorifiques, appareil à distiller l'eau de mer pouvant fournir 10,000 à 12,000 litres chaque jour, étuves à désinfecter, pulvérisateurs, réflecteurs, et projecteurs puissants dont quelques-uns susceptibles d'être immergés pour l'exploration des fonds sous-marins, scaphandriers, etc.

Et, comme je m'attardais à tous ces détails, je pensais invinciblement:

"Ma foi, oui, c'est presque une expédition."

No. 12.

Sir N. O'Conor to the Marquess of Lansdowne.—(Received September 6.)*

(No. 84. Commercial.)

My Lord, *Constantinople, August* 31, 1901.

WITH reference to my despatch No. 47, Commercial, of the 18th June last, I have the honour to transmit copies of a Notice to Mariners issued by the Ottoman Lighthouse Administration in connection with the construction of the four lighthouses at Mokha, Abou Ail, Zebayr, and Jibel Teir, in the Red Sea.†

Your Lordship will observe that the beginning of September is the time now mentioned for the commencement of these wo. .

I have, &c.
(For the Ambassador),
(Signed) G. BARCLAY.

No. 13.

Board of Trade to Foreign Office.—(Received September 30.)

Sir, *Board of Trade, September* 28, 1901.

WITH reference to previous correspondence upon the subject of the establishment of new lights in the Red Sea, I am directed by the Board of Trade to transmit to you herewith, to be laid before the Marquess of Lansdowne, copy of a letter (with inclosure) which the Board have received from the Committee of Lloyd's, together with a copy of the reply which has been addressed to that Committee.

I am, &c.
(Signed) T. H. W. PELHAM

Inclosure 1 in No. 13.

Lloyd's to Board of Trade.

Sir, *Lloyd's, September* 18, 1901.

WITH reference to previous correspondence in 1899 upon the subject of the provision of additional lighting facilities in the Red Sea, I now have the honour to forward to you herewith, for the information of the President of the Board of Trade, a copy of a communication which has been received from the Underwriters' Association of Glasgow in connection with this matter.

I am, &c.
(For the Secretary),
(Signed) JOHN B. WATSON.

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* Copy to Board of Trade, September 9, and to India Office, November 15, 1901.
† Not printed.

Inclosure 2 in No. 13.

Association of Underwriters and Insurance Brokers, Glasgow, to the Secretary, Lloyd's.

Dear Sir, *Underwriters' Rooms, Glasgow, September* 11, 1901.

REFERRING to your letter of the 25th July, 1899, and previous correspondence in connection with the lighting of the Red Sea, the observations of the Board of Trade on the proposal that a light-ship should be established outside the Mokha Shoal have been submitted to a number of the captains of steamers that sail from Glasgow on voyages through the Red Sea, and they all express themselves strongly in favour of a light-ship in place of a lighthouse on the mainland. The reasons that have been given in favour of the light-ship are as follows, viz. :—

1. That a lighthouse on the mainland would be about 4½ miles inside the danger, while the light-ship would be half a mile outside and clear of it; that owing to the sand-storms and shore haze that prevail on the coast at Mokha during certain seasons of the year, the light from a lighthouse on the mainland would be often obscured, while the light from a light vessel moored outside the shoals would be free from this serious defect.

2. That the fact of there being a light-ship moored in comparatively deep water outside the dangerous shoals would allow homeward-bound steamers to set a course with confidence from the west side of Perim direct to the light-ship, and in this way the dangerous passage on the east side of Perim through the small Straits of Bab-el-Mandeb might be avoided. Homeward-bound steamers also when passing the Mokha light-ship would be able to set a safe course to the light on the east side of Abou Ail, and thus avoid the dangerous islet of Mushe-jera.

Yours, &c.
(Signed) R. COOPER RUNDELL,
Secretary.

Inclosure 3 in No. 13.

Board of Trade to Lloyd's.

Sir, *Board of Trade, September* 24, 1901.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant, in which you inclose copy of a communication from the Underwriters' Association of Glasgow in support of the establishment of a light-ship outside the Mokha Shoal, in the Red Sea; and, in reply, I am to state that the Board are informed that active preparations for the erection of a lighthouse near Mokha are now being taken by the Ottoman Government, and to inclose copy of a Notice to Mariners which has been issued with regard to the matter.

I am, &c.
(Signed) T. H. W. PELHAM.

Inclosure 4 in No. 13.

NOTICE TO MARINERS.

(No. 688 of the year 1901.)

(The Bearings are Magnetic and those concerning the Visibility of Lights are given from Seaward.)

RED SEA.

Lighthouses to be constructed—Occasional Lights.

THE Ottoman Government has given notice that, during September 1901, the construction of lighthouses at the undermentioned places in the Red Sea will be commenced:—

1. On the Island of Jibel Teir.
   Approximate position, latitude 15° 32′ north, longitude 41° 49′ east.
2. On Centre Peak Island, Zebayir group.
   Approximate position, latitude 15° 1′ north, longitude 42° 9′ east.
3. On Quoin Island, Abou Ail group.
   Approximate position, latitude 14° 5′ north, longitude 42° 48′ east.
4. At Mokha, near the South Fort.
   Approximate position, latitude 13° 18′ north, longitude 43° 13′ east.

To facilitate the construction of these lighthouses and to carry the material and working parties, &c., a steam-vessel named the "Afrique" will be constantly employed.

The "Afrique," which flies the French flag, will also show at the foremast head a white pennant with the word "Afrique" in red letters, above a square flag with red and blue corners, having in the centre a red lighthouse on a white lozenge, and the letters B. B. T. above the lighthouse.

Masters of vessels passing near the "Afrique" are requested to take letters from her for transmission to the constructors on the usual signal (JY) being made by the International Code.

During construction powerful lights may be used at the lighthouse sites for facilitating the work by night, and also on board the steamer "Afrique," which will often lie at anchor in their vicinity.

One or two black flags hoisted at the lighthouse works will indicate that a serious accident has happened, or that there is urgent need for help.

In this case the masters of vessels are requested to signal the accident to the "Afrique" should they afterwards encounter her, or to report it at the first telegraph station they pass, or, if possible, to afford assistance themselves.

The lights at these lighthouses may be experimentally shown before being permanently exhibited.

Note.—This Notice affects the following Admiralty Charts: Red Sea, No. 2523; Red Sea, sheets 4 and 5, Nos. 8 *d*, 8 *e*; Jibel Teir to Perim Island, No. 143; Jibel Zukur and Hanish Islands, &c., No. 453; Mokha Road, No. 1955; also "List of Lights," Part VI, 1901, p. 26; and "Red Sea and Gulf of Aden Pilot," 1900, pp. 72, 74, 78, 338.

By command of their Lordships,
(Signed) W. J. L. WHARTON,
Hydrographer.

Hydrographic Office, Admiralty, London,
September 12, 1901.

No. 14.

India Office to Foreign Office.—(Received November 14.)

Sir, *India Office, November* 13, 1901.

AN inquiry having been received from the Government of India on the subject of the undertaking of the Turkish Government to erect four lighthouses in the Red Sea, I am directed to request that you will be so good as to communicate the latest information obtainable as to the progress that has been made in this matter, and the prospect of the lighthouses being erected.

I am, &c.
(Signed) A. GODLEY.

No. 15.

Mr. J. Kenward to Foreign Office.—(Received December 3.)

43, *Streatham High Road, London, S.W.,*
Sir, *December* 2, 1901.

IN the House of Commons on the 5th July, 1897, Mr. Curzon stated, in reply to Sir James Fergusson, that the Egyptian Government had agreed to relinquish 40,000*l.*

per annum of the light dues, as from the 1st January, 1894, and that 65,000*l.* had already been "encashed" for the construction of new lights in the Red Sea.

On the 25th March, 1897, Mr. Curzon had stated, also in reply to Sir J. Fergusson, that a joint representation was being made to the Porte by the Great Powers for authority to construct a number of flash-lights at the southern end of the Red Sea.

I cannot learn definitely what has been done as a result of this negotiation, but I should trust that our Board of Trade and Trinity House would be instrumental in the provision of some of the suggested lights, considering the predominant interest of Great Britain in the Red Sea. It being a fact urged everywhere that additional lights are absolutely necessary there, I am encouraged to suppose that His Majesty's Government have some control over, if not possession of, the whole or a part of the sum and for the purpose in question.

I would, therefore, respectfully ask the favour of your reply on this point.

I am, &c.
(Signed) J. KENWARD.

No. 16.

The Marquess of Lansdowne to Mr. de Bunsen.

(No. 128. Commercial.)

Foreign Office, December 6, 1901.

Sir,

WITH reference to Sir N. O'Conor's despatch No. 47, Commercial, of the 18th June last, I transmit herewith copies of correspondence with Mr. J. Kenward respecting the question of the lighting of the Red Sea.*

I request that you will inform me what progress is being made with the construction of the new lights.

I am, &c.
(Signed) LANSDOWNE.

No. 17.

Foreign Office to Mr. J. Kenward.

Foreign Office, December 6, 1901.

Sir,

WITH reference to your letter of the 2nd instant, I am directed by the Marquess of Lansdowne to inform you that the construction of the four proposed new lights in the Red Sea has now been undertaken by the Ottoman Lighthouse Administration.

It is believed that the necessary works for this purpose are at present in progress.

I am, &c.
(Signed) MARTIN GOSSELIN.

No. 18.

Mr. J. Kenward to Foreign Office.—(Received December 9.)

43, *Streatham High Road, London, S.W.,*
December 7, 1901.

Sir,

I HAVE the honour to acknowledge, with thanks, your letter of yesterday, in reply to mine of the 2nd ultimo, on the subject of the proposed new lights in the Red Sea.

I am, &c.
(Signed) J. KENWARD.

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* Nos. 15 and 17.

No. 19.

Mr. de Bunsen to the Marquess of Lansdowne.—(Received December* 23.)

(No. 130. Commercial.)

Constantinople, December 17, 1901.

My Lord,

IN reply to your Lordship's despatch No. 128, Commercial, of the 6th instant, I have the honour to report that I learn, on inquiry at the Lighthouse Administration, that the steam-ship "Afrique," chartered for the conveyance of the material required for the four new lighthouses in the Red Sea, reached Zobehr some weeks ago, and has already disembarked part of the material for the lighthouse in that place, the construction of which is, I understand, proceeding satisfactorily.

In the course of the next week the "Afrique" will proceed to Abou Ail to discharge such part of her cargo as is required for the lighthouse on that island.

I have, &c.
(Signed) M. DE BUNSEN.

No. 20.

Lloyd's to Foreign Office.—(Received December 26.)

Lloyd's, December 24, 1901.

Sir,

WITH reference to previous correspondence upon the subject of the lighting of the Red Sea, I have now the honour to inform you that a communication has been received from the Norddeutscher Lloyd Steam-ship Company of Bremen, in which it is stated that the captain of their steamer "Sachsen" reports that on the 20th November last, at mid-day, he passed Jibel Teir at 3 miles distance, and could clearly distinguish four buildings, one tolerably large hut and three smaller, which looked like dwelling-houses, that had been erected on the north-west point of that island.

I am, &c.
(For the Secretary),
(Signed) JOHN B. WATSON.

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* Copy to India Office and Board of Trade, December 27, 1901.